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DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

WESTCHESTER NOISE CONTROVERSY HEADED BACK TO COURT

The long-standing controversy between aircraft operators at Westchester County Airport in White Plains, N.Y. and the county government over noise regulations at the facility appears headed back to federal court. Attorneys for the National Business Aircraft Association last week sent a letter to the Westchester county attorney informing him that the association plans to ask the Federal District Court for the Southern District of New York to place the case back on its active file.

Legal action has been held in abeyance since late 1981 under a series of court-approved stipulations between the parties that generally curtailed operations during the curfew hours although permitting flights to begin operating at 6:30 a.m. instead of 7 a.m. The stipulations were predicated, however, on establishment of a comprehensive noise monitoring program to measure the noise impact of various types of aircraft.

NBAA charged last week that the county acted in bad faith and has purposely delayed implementation of that noise monitoring plan. Because of the county's refusal to participate, NBAA said the noise monitoring program "may never go forward on a cooperative basis, and will probably be replaced by an injunction which will reopen the county airport to full-time night operations. The responsibility for this result must fall squarely upon the county government."

Asked about NBAA's action, a county spokesman said, "We are prepared to go to court and win."

GA SAFETY PANEL RECOMMENDS STEPS TO REDUCE FATAL ACCIDENTS

A General Aviation Safety Panel, formed at the request of FAA Administrator J. Lynn Helms, has submitted a series of recommendations to the agency regarding weather, training, crashworthiness and dissemination of safety data designed to reduce fatal general aviation accidents. The recommendations have been under review by FAA officials for a number of weeks. They are expected to make their recommendations on the panel's report to FAA Administrator J. Lynn Helms in the near future.

The panel, which included representatives of aviation organizations, insurance companies, publications, manufacturers and training organizations *(see list on the back of Page 106)* noted that "six of 10 of the leading causal factors" in fatal GA accidents in a representative year involved weather in some form. The group recommended that night weather minimums for all fixed-wing aircraft for all airspace—both controlled or uncontrolled—be standardized at the requirements for ceiling, visibility and distance from clouds that presently exist for controlled airspace.

The group also recommended better dissemination of weather information, including a program to encourage pilots to give inflight pilot reports (PIREPS). Priority would be given to PIREPS filed by frequent fliers—those who fly at least 200 hours per year—with a special frequency designated for exchange of PIREPS. Other recommendations called for: accelerated establishment of the high altitude Enroute Flight Advisory System; greater use of National Weather Service data by implementation of data links and transmission of weather data between sources of ground-based weather information and aircraft; and, better organization of FAA weather activities.

In regard to training, the panel unanimously recommended that FAA endorse a program of yearly recurrent training. A majority of the group recommended that in order to be able to carry passengers or

(Continued on the following page)

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VAN DUSEN ELECTS NEW PRESIDENT – Board of directors of Van Dusen Air Inc. has elected Eugene A. DePalma president and chief operating officer, filling a vacancy left when former president Allan O. Johnson was named vice president-finance earlier this year *(BA, Feb. 7/43)*. DePalma has held various positions since joining the company in 1962, most recently as executive vice president and chief operating officer. He has been a member of Van Dusen's board of directors since 1977 and is a past director of the Aviation Distributors and Manufacturers Association and the Minnesota Aviation Trades Association. G.B. Van Dusen will remain as chairman and CEO of the company.

RAA REPORTS 20 PERCENT INCREASE IN COMMUTER TRAFFIC LAST YEAR – Regional Airline Association said last week the number of passengers who traveled on regional/commuter airlines in 1982 totaled 18.5 million, up 20 percent from the 15.4 million carried in 1981. Information was compiled as a result of a comprehensive survey by RAA of all U.S. regional and commuter airlines for inclusion in the association's upcoming annual report *(BA, March 28/101)*.

RAA said the number of regional/commuter carriers operating last year fell 10 percent to 245, but revenue passenger miles rose 26 percent to 2.61 billion and cargo shipments rose 11 percent to 757 million pounds. Number of aircraft operated by the carriers rose six percent to 1,847 units and total airports served rose seven percent to 817 *(see chart on the back of this page)*.

The association said its *Industry Annual Report* with 1982 statistics will be available in June at a price of $25. For more information, contact RAA at 1101 Connecticut Ave., N.W., Suite 700, Washington, D.C. 20036.

FAA SEEKS COMMENT ON COLLEGE/UNIVERSITY PROJECT – Federal Aviation Administration is asking for public comment on a five-year demonstration of its Airway Science Curriculum program to be offered at various colleges and universities in the U.S. Purpose of the demonstration project is to determine whether the FAA-approved courses will provide the agency with better trained candidates for certain occupations. The Airway Science Curriculum program was developed by FAA Administrator J. Lynn Helms as part of his ongoing efforts to upgrade the managerial and technical capabilities of the agency.

The college-level curriculum, leading to a bachelor's degree, will provide a broad foundation in math, science, and management topics as well as in aviation. Major areas of specialization include aviation management, computer science, aircraft operations and flight technology, and installation and operation of aviation facilities. During the five-year project, the agency expects to hire 1,400 persons who have completed the Airway Science Curriculum starting at a GS-7 salary of $16,559 per year. The proposed project was outlined in the March 18 *Federal Register*. Comments are due May 17 and can be sent to: Terry W. Culler, Assistant Director for Planning and Evaluation, U.S. Office of Personnel Management, Room 7R48, 1900 E St., N.W., Washington, D.C. 20415. In addition, a public hearing on the proposed project plan will be held in Washington D.C. on April 22 beginning at 9 a.m.

BRITISH AEROSPACE ESTABLISHES 146 OFFICE IN WASHINGTON – British Aerospace has established a Washington marketing office for its BAe 146 four-engine jetliner "due to growing interest in the new feederliner throughout North America." The new office, located at Dulles International Airport, will be headed by James C. Kane, senior regional marketing executive-North America and assisted by David King. Also on the marketing team will be Rob Langley, regional marketing executive, who will be based in the BAe sales office near Los Angeles. The Washington marketing office address is: British Aerospace, P.O. Box 17414, Dulles International Airport, Washington, D.C. 20041. Telephone number is (703) 435-9100.

REP. GLICKMAN INTRODUCES LEGISLATION CALLING FOR 'FAIR TRADE' – Rep. Dan Glickman (D-Kan.) recently introduced legislation requiring the U.S. Director of the International Monetary Fund to cast a vote against providing support to any country which puts up restrictive trade barriers limiting access of U.S. goods to its markets. In a statement on the House floor, Glickman said "it is ludicrous for us to vote to help countries straighten out their economies with IMF support while they are restricting the sale of U.S. goods in their countries." Glickman cited Brazil as an example, stating that "it has imposed very stringent, virtually prohibitive restrictions on the import of U.S. general aviation aircraft" even though it is a member of the IMF and currently benefits from fund assistance.

1982 REGIONAL/COMMUTER AIRLINE RESULTS

	1981	1982	%Change
Carriers Operating:	277	245	-10%
O&D Passengers (millions):	15.42	18.55	+20%
RPMs (billions):	2.09	2.61	+26%
Cargo Pounds (millions):	681	757	+11%
Av. Pax Trip (miles):	136	141	+ 4%
Total Airports Served in North America:			
by Regional/Commuters:	766	817	+ 7%
by Majors/Nationals:	389	323	-17%
Airports Exclusively Served			
by Regional/Commuters:	504	566	+12%
by Majors/Nationals:	80	49	-39%

Source: REGIONAL AIRLINE ASSOCIATION 3/29/83

STATUS OF AIRPORT AND AIRWAY TRUST FUND
Jan. 31, 1983

		Current Month	Fiscal Year to Date
I.	BALANCE - BEGINNING OF PERIOD	$ 4,238,988,085.72	$ 3,881,478,472.29
II.	RECEIPTS:		
A.	Excise Taxes (Transferred from General Fund):		
	1. Any liquid fuel other than gasoline	7,400,000.00	29,610,000.00
	2. Tires used on aircraft	70,000.00	304,000.00
	3. Tubes used on aircraft	10,000.00	39,000.00
	4. Gasoline:		
	a. Commercial 4 cents tax	100,000.00	400,000.00
	b. Non-commercial 4 cents tax	1,200,000.00	4,590,000.00
	c. Non-commercial 8 cents tax	2,400,000.00	9,480,000.00
	5. Transportation by air, seats, berths, etc.	151,100,000.00	594,340,000.00
	6. Use of international travel facilities	5,700,000.00	20,100,000.00
	7. Transportation of property and cargo	8,300,000.00	28,950,000.00
	8. Use of civil aircraft	-0-	-0-
	Total Tax Receipts	176,280,000.00	687,813,000.00
B.	Less Reimbursement to General Fund-Refund of Taxes and Estimated Tax Credits:		
	1. Commercial avaiation gasoline	-0-	-0-
	2. Non-commercial gasoline	-0-	-0-
	3. Civil aircraft	-0-	32,061.00
	4. Any liquid fuel other than gasoline	-0-	33.00
	5. Gasoline - Retailer's tax	-0-	112.00
	6. Airline Ticket Refund	-0-	-0-
	7. Gasoline - Manufacturers Tax	-0-	-0-
	Total Reimbursement for Tax Refunds	-0-	32,206.00
	Net Tax Receipts	176,280,000.00	687,780,794.00
C.	Federal Payments	-0-	-0-
D.	Transfers from the General Fund	-0-	-0-
E.	Interest on Investments	249,144.42	240,132,806.38
	Net Receipts	176,529,144.42	927,913,600.38
III.	EXPENDITURES:		
A.	Federal Aviation Administration:		
	1. Operations	(625.00)	219,997,631.05
	2. Grants-in-Aid for Airports	35,797,579.11	127,316,310.55
	3. Facilities and Equipment	18,033,745.24	86,273,241.78
	4. Research, Engineering and Development	5,622,455.48	19,736,700.98
B.	Aviation Advisory Commission-Salaries & Expense	-0-	-0-
C.	Interest on Refunds of Taxes	-0-	4,113.00
	Total Expenditures	59,453,154.83	453,327,997.36
IV.	BALANCE-END OF PERIOD	4,356,064,075.31	4,356,064,075.31

STATEMENT OF FINANCIAL CONDITION

ASSETS:		
Undisbursed Balances:		
Airport and Airway Trust Fund (20X8103)	$ 984.08	
Operations	4,228.87	
Grants-in-Aid for Airports	(4,502,465.99)	
Facilities and Equipment	5,968,031.66	
Research, Engineering and Development	5,231,296.69	
Aviation Advisory Commission-Salaries and Expenses	-0-	$ 6,702,075.31

Treasury Department Cha.t